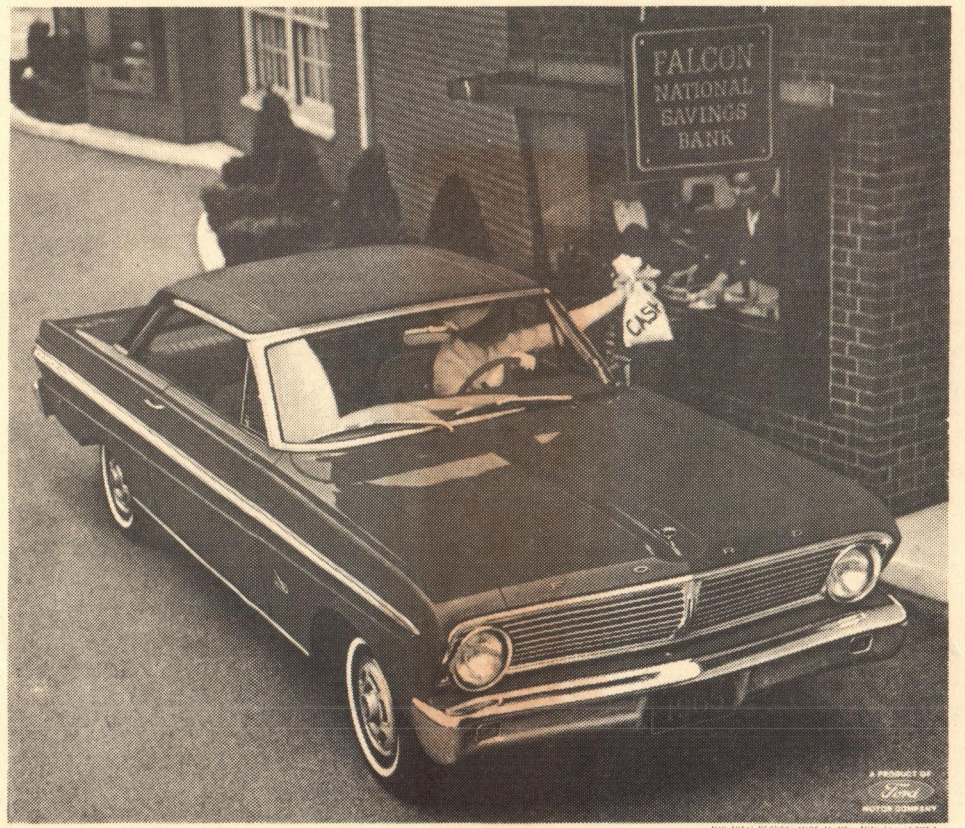


The *Falcon* News



Amazing new money-saving device
- the 1965 Falcon!

April 1989

Vol. 10, No. 9

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

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00001 Aug
Sword, Roy E
404 Erving Ridge Loop
Cabot AR 72023-0000



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The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, P.O. Box 1564, No. Little Rock, AR 72115. (501) 982-1029.

Vice President: Jim Hatcher, 8301 W. 92nd Terr., Overland Park, KS 66212.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, P.O. Box 1564, No. Little Rock, AR 72115. (501) 982-1029.

Partsmaster: Charles Digiaco, 1010 N. Hickory, Paris, AR 72855.

Gerald Gasser, 73 Rose Lawn Ave., Fairport, NY 14450.

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

BOARD OF DIRECTORS (Number of years in term)

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827. (517) 663-4263 (5).

Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052 (4).

Steve Springer, 2300 Silverleaf Cove, Roundrock, TX 73664. (512) 244-7917 (3).

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599 (2).

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134. (901) 386-5894 (1).

REGIONAL DIRECTORS

EASTERN: Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507. (813) 792-0282.

NORTH CENTRAL: David Humes, P.O. Box 16, Oakwood, IL 61858. (217) 354-4825.

SOUTH CENTRAL: Dwayne Barber, 2424 Oak Grove Dr., Plano, TX 75074.

MOUNTAIN: Ray Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011 (206) 488-9184.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

THE FALCON CLUB STORE

Falcon Club of America T-Shirt (short sleeve, white/red trim)	
Adult - S, M, L, XL; Child's - M, L	\$ 7.00
T-Shirts (white w/screen print colored pictures) 60-63 or 64-65 or Early Rancheros or 65 Rancheros S, M, L, XL	7.00
T-Shirts - Falcon fender drawing on front, back fender drawing on back (silver, yellow, ecru, blue) S, M, L, XL	9.00
Sweatshirt (grey, navy, maroon & red trim-FCA logo) give 2nd choice on color S, M, L, XL	13.00
Golf shirt w/pocket, collar/FCA logo (royal blue, red gold) give 2nd choice on color S, M, L, XL	13.00
Ladies' Golf Shirt (pink, yellow, white/red trim, white/navy trim) S, M, L	13.00
Hat (mesh ball style w/FCA patch or winter weight) red	6.50
Convention Booklets (1981-1987)	each .50
Books: 1960/62 Reproduction Shop Manual (includes V-8)	30.00
FALCON/Ray Miller (hardcover 320 pages)	40.00
Ford Falcon 1960-1970 (100 pgs. 180 ill.) Collection of articles from automotive magazines	14.00
Ford 1903 to 1984 (9 x 11) 384 pgs. (32 in 4-color)	15.00
1963 Falcon Sprint road test (8 pgs. 18 ill.)	4.00
Decal-National Club (for window)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch FCA (9" round)	6.00
RANCHERO (rectangular 1" x 4")	2.50
FALCON with year (60 thru 70 plus 63½)	3.50
Memo Pad (FCA imprint)	.50
Ball Point (FCA The New Size Ford Imprint)	.75
Falcon Fender Cover (24" x 47" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	5.00
License Plate (Falcon Club of America-white/red letters)	4.50
License Plate Frames (FCA logo)	each \$6 or pair 11.00
Sign-Metal-Printed	
"Falcon Parking Only"	12.50
"Parking for My Falcon Sprint"	12.50
Bumper Sticker (I (heart) My Falcon) new vinyl	2.00
FCA Pin/Hat Tack	3.00
Pins/Hat Tacks: All pins	each 2.50
Futura Script (Silver)	Falcon Bar (red/white/blue) Large
Ranchero Script (Silver)	Falcon Bar (red/white/blue) Small
Sprint Script (Silver)	Silhouette of 1960-63 Ranchero
Falcon Script w/year (Silver)	Silhouette of 1963 Hardtop
(1960-1970)	Silhouette of 1964-65 Hardtop
289 Sprint V	Futura Bar (red/white/blue)
260 V	Bird Emblem w/year (red, white, blue)
289 (white/blue)	(1960-1967)
289 V	Ford #1 (red/white/blue)
Ranchero Bull Head	Ford Motorsport (white square)
LIMITED EDITION BELT BUCKLE (oval FALCON)	10.00
Can Coolers	2.50
New 1½ hour Video of Conventions & Regional since 1981	12.00

POSTAGE IN THE U.S. Please add \$2.00 • PLEASE STATE SIZE
Canada & foreign orders please send money order (U.S. dollars) and include \$3.00 postage. Please make checks and money orders payable to Falcon Club of America. Send all orders to: ELLEN O'DELL, 417 VALLEY VIEW DR., EAST ALTON, IL 62024.

Base plate for a Rotunda tach (the flat oval piece)-- the same as a Sprint tach. Any factory HiPo parts for Falcon 6 cyl., esp. C2DZ-68068-A HiPo kit. Howie Wheeler, 31 Metcalf Rd., Tolland, CT 06084. (203) 871-6916.

Black padded dash and Sprint tach for a Sprint 64 hdt. Mike Ptacnik, 417 S. St. Joe, Hastings, NE 68901.

Small block Ford HiPo heads with C6FE casting number, pair or one. Please keep my name and number. Mike Durham, 215 Andretti Ave., Sebring, FL 33870. (813) 655-1160.

LITERATURE FOR SALE

Limited supply of display albums. High quality with 54 11x17 double sided plastic sleeves. Ideal for ads, sales brochures, pictures, etc. Reg. price \$28.95. Special price to Falcon Club members, \$24.95 PPD. continental USA. Specify blue or brown. Jim Lungwitz, Box 1078, Monticello, MN 55362. Kinder, gentler prices in 1989.

How to Modify Your Falcon. Reprints of tech. articles plus disk brake conversion, and engine suitability/header information (new), \$5.00. Add \$1.00 for negative roll suspension information (Global West Catalog). Alan's Restorations, P.O. Box 2126, Truckee, CA 95734-2126.

64 Shop manual, like new, \$30 includes postage. Hal White, 6001 N. 18th St., Arlington, VA 22205.

70½ Falcon owner's manual & warranty book. Mint cond., \$20 plus \$2.50 shipping. Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY 14450.

MISCELLANEOUS WANTED

64 Falcon Sprint bucket seat upholstery in black. Original or reproduction. Anyone with information please call or write. Dennis Lavoie, 15 3 M Road, Coventry, RI 02816. (401) 392-0742.

WANTED - Falcon enthusiast in USA or Canada to correspond with FCA member in Australia & exchange Falcon/Ford literature. Also wanted, an FCA member to assist in locating parts in USA to send to Australia to complete current project (not a lot of parts are needed). Rob Nicholls, 715 Bond St., Ballarat 3350, Victoria, Australia.

!!!!!!ATTENTION F.C.A. MEMBERS!!!!!!

Keep this information for future reference. If you have any question about the following years, and the answer could be found in a shop manual, please contact the following members.

Technical Advisors

SELF ADDRESSED STAMPED ENVELOPE REQUIRED FOR ANSWERS.

Falcon year	Name & Address
1960:	Bonnie Stringer, 110 Nicholson Ave., Long Beach, MS 39560
1961:	Phil Barber, 2574 Riva Rd. #17-A, Annapolis, MD 21401
1962:	Glen Vandierendonk, 4305 North Spruce, Kansas City, MO 64117
1963 HT:	Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467
1963 Conv.:	Robert Swope, 318D Fenwick Rd., Ft. Monroe, VA 23651
1964 Conv.:	Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507
1964-65 Ranchero:	Dave Jones, Box 565, Parachute, CO 81635
1964 HT/Sed.	Tim Hodgdon, Rd #1 Box 399, Vergennes, VT 05491
1965:	Cliff Smith, 1210 Crescent Drive, Bloomington, IN 47401
1966:	Steve Springer, 2300 Silverleaf Cove, Roundrock, TX 73664
1967:	Roy Sword, 629 N. Hospital, Jacksonville, AR 72076
1968:	Leon Grantham, 8108 E. 59th St., Kansas City, MO 64129
1969:	Charlie McCordy, 6391 Holcomb, Des Moines, IA 50322
1970 & 1970½:	Ken Putt, 1704 Green Rd., New Haven, IN 46774
Head of Advisors:	Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827

CHAPTERS

The Alamo Chapter

George Myers, 1202 Elks Pass Circle, San Antonio, TX 78232. (512) 494-8205.

The Arizona Chapter

Glen Beam, 18829 N. 12th Avenue, Phoenix, AZ 85027.

The Carolinas Falcon Chapter

Butch Willis, 403 S. Lane Rd., Mt. Holly, NC 28120. (704) 827-5982.

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Eastern Virginia Chapter

Sam McCutchen, 5816 W. Hastings Arch, Virginia Beach, VA 24462.

The Founder's Chapter

Ezra Wingfield, 8201 Westwood Ave., Little Rock, AR 72204. (501) 565-4031.

The Frontier Chapter

Don Heathcott, Falcon Lane, Rt. 4, Box 295, Paris, AR 72855.

The Gateway Chapter

Richard Tribout, 25 Raintree Ct., St. Peters, MO 63376.

The Greater Bay Area Chapter

Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

The Gulf States Chapter

Bonnie Stringer, 110 Nicholson Ave., Long Beach, MS 39560.

The Hoosier Chapter

Clifford Smith, 1210 Crescent Dr., Bloomington, IN 47401. (812) 336-5842.

The Keystone Chapter

Ed Snyder, 818 W. Callowhill, Perkasie, PA 18944. (215) 257-2422.

The Land of Lincoln Chapter

Ed Kavanaugh, 233 Malibu Dr., Bolingbrook, IL 60437. (312) 739-0199.

The Lone Star Chapter

Marty Martin, 2910 O'Henry, Garland, TX 75042.

The Mason-Dixon Chapter

Phillip Barber, 2574 Riva Rd. #17A, Annapolis, MD 21401. (301) 266-8271.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Barbara Sparks, 6900 Mariposa, Denver, CO 80221. (303) 427-8340.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911. (414) 731-2708.

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northeast Chapter

Vinny Delucia, 15 Allerton Farm Rd., Middlebury, CT 06762. (203) 598-7936.

The Northwest Falcons Chapter

Bill Crooks, 3918 S.W. Arroyo Ct., Seattle, WA, 98146. (206) 244-3918.

The River City Chapter

Ron Wilson, 7701 Oakwood Lane, Citrus Heights, CA 95621

The Rocky Mountain Chapter

Dave Jeffries, 4965 El Camino Dr., Col. Springs, CO 80198. (719) 599-0085 evenings.

The Southeast Chapter

Alvin H. Roberson, Jr., 317 Peebles Road, Aragon, GA 30104.

The Suncoast Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL 34689. (813) 934-8356.

The Wasatch Chapter

Charles Garcia, 823 E. 700 North, Layton, UT 84041. (801) 546-4987.

President's Message

Now that spring is here, many of you will be getting those Falcons out for shows, cruises, etc. Be sure you have plenty of FCA (Did You Know) cards. You know how it is when people see our Falcons. Tell them about the club, about our meets, how we help each other, and that they can get free information by dropping us a line.

Bill & Kathy Woodell have agreed to continue as the editors of the newsletter until the board selects someone new, so remember to let me know if you are interested in becoming the new editor. They are doing a super job. Let them know it.

Again, I would like to mention the 1991 National meet. If your chapter might be considering sponsoring this, let me know.

As of this month we are going back to a strict cutoff date for material used in the newsletter. We would like to get it back on schedule. So if we haven't received it by the 10th of the month, it will go in the next month's issue. This will allow everyone to get their newsletter a few days sooner.

Start getting those Falcons ready for August. We want to see yours.

Roy E. Sword
President, FCA

Editor's Message

Dear Members,

As Roy stated above, we will continue to be the editors of *The Falcon News* until such time as the Board of Directors finds a replacement. We want all of you to know that our first concern is for the club.

We are proud to be in The Falcon Club of America, as we hope you are, and only want the club to grow in membership, enthusiasm and fellowship.

Help us make *The Falcon News* a great newsletter. Let us hear from you.

Bill and Kathy Woodell, Editors

Locating Falcon Parts

Dear Members,

My name is Jerry Gasser. I am one of the Partsmasters for the F.C.A.

My job is to advise where needed Falcon parts can be located. I have a long list of dealers, part suppliers, junkyards and other sources. I also may have a needed part(s) in my collection.

Please feel free to write regarding parts or parts advice.

Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY 14450

Technical Help Wanted

I have a '67 6 cyl. 200 Sports Coupe that chatters in first gear. Not all the time, but often. I changed everything, also cut the flywheel. I would appreciate any help I could receive.

Jim Monzo, 8018 Crispin St., Philadelphia, PA 19136.

63½ Sprint HT, (63 C J 85 21 B 72 4 3, 3R17F149396), 260 V-8, auto, red with red interior, nice cond. \$3500. Dan Castleberry, 2280 8th Ave., Sacramento, CA 95616. (916) 447-1899.

62½ Falcon Futura Sports Sedan, 1 of 5 known left in U.S. 55,000 original miles, factory vinyl top, dealer installed continental kit, 1st place Mid-West Falcon regionals, beautiful inside and out. \$4800. 61 Falcon Futura, 6 cyl., auto, bucket seat interior, excellent rust free car, needs restored. \$950. 64 Futura Hdtp, 6 cyl., auto, bucket seats, needs restored, \$1000. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

65 2 Dr. Wagon, Real solid body. 250 cu. in. 6 cyl. engine and C-4 auto, \$1375. Also everything to convert it to a V-8 including engine, trans., rear, mounts, etc. which can be dealt for with the car. Tom Bennett, R.D. #1 Box 212, Glen Gardner, NJ 08826. (201) 832-7422.

64 Sprint 2 Dr. Hdtp, V-8 auto, bucket seats, complete, needs restored. \$1600. 64 Futura 2 Dr. Hdtp, V-8 auto, custom wheels, new generator, \$1000. 64 Futura 2 Dr. Hdtp, V-8 4 spd. rolling chassis, retired drag car, custom wheels, \$500. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

LEAD ON CAR

63 Falcon Sprint Hdtp. Coupe, V-8, 4 speed trans., wire caps, beautiful black finish, bucket seats w/console. Ready to go. \$2500. Ron Beir, 780 N. Circle, Diamond Springs, CA 95619. (916) 626-1539.

CARS WANTED

65 Futura hdtp, red, black interior, 289, 4 spd. Must be rust free, right price for right car. Gus Gast, 8754 Browne St., Omaha, NE 68134. (402) 571-5834.

PARTS FOR SALE

All NOS. C5DZ-17260-A Speedo cable, \$25. C1DD-2853-B park brake cable front before 5-1-61, \$25. CODE-6384-A flywheel ring gear (all 6 cyl. 60-65), \$20. C6DZ-6384-A flywheel ring gear (66 6 cyl. 170), 2 @ \$20 ea. 60-61 front fender gold birds, \$22 pr. Gen. front pulley 60-64, \$6. Good used seat covers. 64 hdtp. rear seat covers (red) includes emblem, \$20. 64 hdtp. complete set seat covers, red split bench, \$25. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

Heavy items at the Nationals. Orders now being taken for heavy parts to be delivered to Nationals. Front end V-8 (200-250) and four speed change overs (500-700). 9" rear ends which fits Falcons (200). Also that good old sheet metal. SASE w/needs. Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

NOS 2 speed electric wiper motors for 60, 61, 62 Falcons. Replaces vacuum wiper with no alterations. Even uses your existing wiper control! Limited supply, \$79 postpaid. Bill Wilton, RD 3 Box 144 Old York Rd., Ringoes, N.J. 08551. (201) 806-6666.

Falcon A/C parts. NOS, reproduction or rebuilt, one part or complete systems. Most items available. Call or write: Classic Auto Air Mfg. Co., 2020 W. Kennedy Blvd., Tampa, FL 33606. (813) 884-3681 or 251-2356.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings, \$75. Specify engine size and year. Bands \$40 each, adj., table modulator, \$8. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065 evenings.

Console for 62, 63. Red, fair shape. Make offer. Mike Ptacnik, 417 S. St. Joe, Hastings, NE 68901.

New 80/20 orig. loop curl carpet sets. O.E.M. specifications, serged edges, heel pad, padding \$135.00; 63-64 gas cap \$35.00; 65 gas cap \$45.00; battery tray \$20.00; T10 4 spd. tail shaft (Falcon) \$50.00; w/ all gears \$75.00; new 1" sway bar \$100.00; new heater cores \$37.50; add 10% ship. & handling. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601. (914) 471-7769.

Parts Car, '60 Ranchero, 6 cyl, 144 cid, no transmission, many usable parts, \$175. Terry Bowden, 20-A Sott Cir., Waco, TX 76705. (817) 867-6939.

PARTS WANTED

For 63 Falcon wagon: front bench seat upholstery with original Falcon embossed emblem. Howard Minners, 4700 Locust Hill Court, Bethesda, MD 20814. (301) 530-1441.

RULES FOR CLASSIFIED ADVERTISING

All ads for the classified section of the newsletter must appear with a member's name to be considered a free ad (see page 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each (classified ads are limited to 50 words or less). All items listed in the classified must have a price. Ads submitted without prices will be returned to sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the editor. All ads must be received by the 10th of the month to appear in the next month's issue of The Falcon News. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS. SEND CHECKS PAYABLE TO FCA.

COMMERCIAL AD RATES: FULL PAGE... \$50.00 QUARTER PAGE... \$20.00
(Price per month) HALF PAGE... \$30.00

1/4 page photo ad \$15.00 for members \$25.00 for non-members

Only Falcon related ads will be accepted for The Falcon News. **Warning** - The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know any experience, good or bad. The Falcon Club of America has the right to reject any or all commercial ads.

CARS FOR SALE

61 Falcon 4-Dr. Station Wagon, about 5000 miles on rebuilt 6 cyl., runs excellent. Auto, radio, chrome factory luggage rack, good tires, made for fender skirts. Needs paint and some interior work. \$800 or best offer. Kenneth Kolb c/o Gertrude Kolb, Rt. 1, Box 413-A, Prairie Grove, AR 72753. (501) 848-3449.

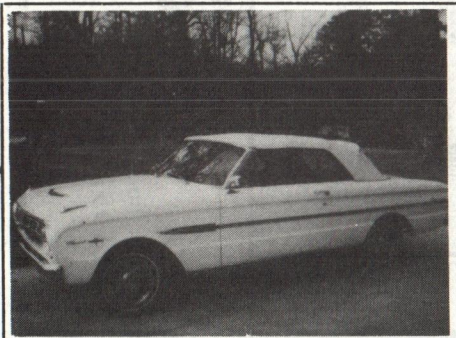
63 1/2 Falcon Sprint, auto, bucket seats, tach (works), everything there. Needs TLC. Very nice car to restore. It's the right color-red. \$1850. T.D. Belue, Jr., 1007 Buchanan St., Corinth, MS 38834. (601) 286-5252 after 6 p.m.

Rust free, non-running cars, which could be delivered to the Nationals. Each is a nice project. **64 2 dr. sedan**, nice sunroof, 6 cyl., 3 sp., \$1000. **63 2 dr. hdtp.**, 6 cyl., AT, \$1200. **63 Ranchero**, 6 cyl., 4 sp., \$1200. **60 Comet**, 6 cyl., AT, \$1000. Only can bring one! Brian Lukas, 11107 Curtis St., Albany, CA 94706.

63 Sprint HT, 260 V-8 auto. Many new parts, new transmission overhaul. Excellent shape overall. \$3500 obo. Tim Gaskill, 6216 Everglades Dr., Alexandria, VA 22312. (703) 642-0498.

65 Falcon Ranchero, show cond., original Rangoon red (bed was repainted), black interior. 170 6 cyl. auto, 5 new tires. All original parts except rear bumper (have bumper). Car is not road driven. Underside painted. Engine compartment fully detailed. 66,000 miles, \$8500. Ron Wolf, R.D. #1, East Earl, PA 17519. (215) 445-6180.

'60 Ranchero parts car, 6 cyl., 144 cid, no transmission, many usable parts, \$175. Terry Bowden, 20-A Scott Cir., Waco, TX 76705. (817) 867-6939.



1963 Sprint Convertible

Has automatic in floor. 255 C.I.D. engine from 1980 Cougar. Excellent body and interior. Top works perfectly. Rear wheel wells cut out some. Front end completely rebuilt. Excellent 14 in. tires. \$2995. Ezra Wingfield, 8201 Westwood Ave., Little Rock, AR 72204. (501) 565-4031.

PAID ADVERTISEMENT

Calendar of Events

Arkansas - The Founder's Chapter meets the second Saturday of each month. Please mark your calendar & watch the newsletter for the place and time.

Texas - The Alamo Chapter will hold its regular meetings at 1:00 p.m. the second Sunday of each month for the convenience of our out-of-town members in Austin and Rockport.

Washington - The Northwest Chapter of the Falcon Club of America announces their new permanent meeting place and time: Korum Ford in Puyallup, WA the first Sunday of each month at 1:00 p.m.

Kansas/Missouri - Mid America Falcons Chapter meets on the first Friday of every month at Dennys, 95th & I-35, at 7:30 p.m. in Olathe, KS. If interested, call (913) 294-2599 or (816) 452-1967.

April 8, 1989 - Arkansas - The Founder's Chapter will meet at 6:00 p.m. at Po Folks restaurant located on the west side of the freeway in Sherwood at the Wildwood exit.

April 11, 1989 - Indiana - Meeting at 6:30 p.m. The Hoosier Chapter's meeting place has been moved to Shoney's at 5010 Southeast St., Indianapolis.

April 15, 1989 - Arkansas - The Frontier Chapter will show a video of the many fine Falcons presented at various meets at the Spanish American Restaurant on Hwy. 22, in Paris, Arkansas starting at 1:00 p.m. The public is invited to attend. No admission. For information call (501) 963-2829.

April 16, 1989 - California - Several members of The River City Chapter will attend the annual Fabulous Fords Forever! event at Knott's Berry Farm in Buena Park, CA. Please call Ron Wilson at (916) 725-4110 or Ray Johnson at (916) 644-6285 for more information.

April 23 - Colorado - The Mile-Hi Chapter will have an Air Force Academy Caravan and Brunch. Meet at old K-Mart building just off I-25 and County Line Road at 9:30 a.m. sharp to leave for drive to the Academy. Call Jan Brown at 364-6127 for RSVP please.

April 29, 1989 - Delaware - The Mason Dixon Chapter's early spring meet in Glasgow, DE. The meet is co-located with opening day Canal Region Little League games and a local Fun Fair being held in the shopping center parking lot next to our Falcon parking area. Enter the area on Cann Road from Rt. #896. The opening ceremonies are 9 a.m. so try to get parked early. We'll be there all day and are all hoping to see you there. For more info call Glenn Stewart at (302) 834-8231 or Phil Barber at (301) 266-8271.

April 30, 1989 - Texas - MAC's PACK RUN for Y.O.U. II. Open run / show and shine. Richard Moyz Park, Austin, Texas. Texas members are invited to this "rod run" and show. It will be an open show - a wide variety of cars is desired. For more info contact C.A. McMillin, 5802 Hammermill Run, Austin, TX 78744. (512) 462-3577.

May 6, 1989 - Missouri - The Gateway Chapter and the Mid-America Chapter are planning an outing to Cosmos Park in Columbia, Missouri. We will meet from 1:00 p.m. to 6:00 p.m. at the Antimi shelter house in the park. Everyone is welcome to come. Those attending please bring enough food for you and your passengers. Paperware and plasticware will be furnished. For those interested, there are shopping malls nearby and the park has a play area for children. For more information contact Jim Inman at (314) 875-2453 or Rich Tribout at the Gateway Chapter.

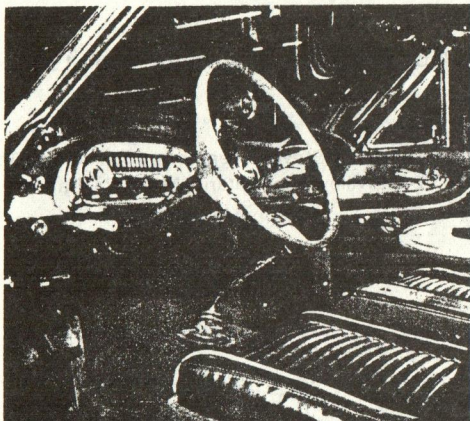
May 6 & 7, 1989 - New York - Northeast Chapter Spring Meet at Rhinebeck New York (Duchess County Fairgrounds). H.R.V.A.A.'s annual car show and swap meet (show Sunday). Join us and enter your Falcon in this enjoyable show. \$3.00 advance or \$5.00 at the gate. For information and advanced registration write to: Tom Massarelli, 10 Young Street, Poughkeepsie, NY 12601.

May 7, 1989 - Georgia - The Southeast Chapter will hold its regular monthly meeting at the home of Ricky and Mildred Kerbow.

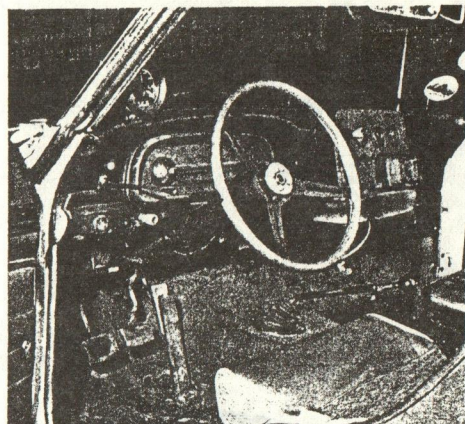
May 12, 1989 - Colorado - The Mile Hi Chapter will meet at the Bandimere Raceway Club Nite Competition. Gates open by 5:00 p.m. Call Butch Mansir for details at 469-6529.

May 19, 1989 - Colorado - The Mile Hi Chapter will have a business meeting at the Public Service Building, Hampden and Kipling, 7:00 p.m.

May 20, 1989 - Maryland - The Mason Dixon Chapter's Third Annual Spring Meet at Smith Ford in Denton, MD. Smith Ford has been in business for more than 25 years and still has some early parts. Come on out and support your club. Located on Rt. #404 just south of Denton's main built up area. We'll be there at 9 o'clock til at least 4 o'clock. Try to arrive early to ensure our parking space. If you need more info call either Bob Gerke at (302) 337-8175 or Phil Barber (301) 266-8271.



Deep-dish steering wheel intrudes upon living space, makes it uncomfortable for tall man to drive. Flat wheel would help.



Not what you'd call jazzy, the rally car's interior is all business. Note tachometer's tell-tale lodged at 7,000 rpm.



We cannot understand the need for phony knock-offs on good cars. It's one thing if the car's a bad one, but this isn't.



This is serious business, men. All auxiliary road lamps are Lucas, headlights Cibic. The 15-inch wheels are optional Ford.

Monte Carlo Rally—now Ford's put up and they've shut up

Stock and Monte Carlo Versions

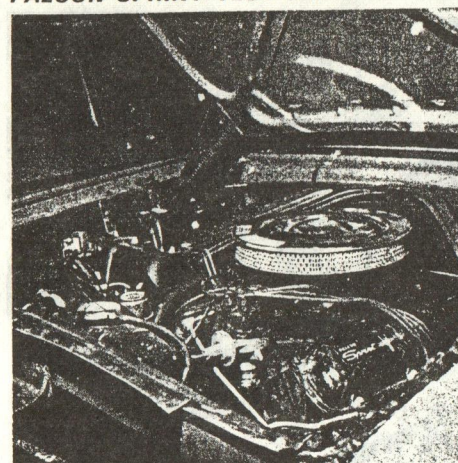
and over again, and fell absolutely in love with Falcons that scream like Ferraris and Dunlop SPs that stick like ticks on a bird dog's ear. The stock Sprint was an altogether different situation. It was equipped with normal 4-ply 7.00 x 13 whitewall tires that broke loose, front-first, the moment the car was committed to a turn and the side loads started to build up. Not that the stock car was unpleasant or frightening; it is simply a modern American passenger car with a long steering ratio, little-bitty wheels, and good intentions. It is obviously aimed primarily at the Corvair Monza-Tempest LeMans pseudo-sports car market. Its great charm for the enthusiast is that it responds better to hopping-up and suspension improvement than either of the above-mentioned swing-axled worthies.

The difference between the rally car and the stock car lies in the suspension and the available power. The stock Sprint, both coupé and convertible, is built on the stiffened Falcon convertible chassis and most of the suspension is stock Fairlane, which means slightly stiffer springs, shocks, and a front anti-roll bar. The standard engine is the Fairlane's 260-cubic-inch, 164-bhp unit. The rally car has an over-all steering ratio of 17-to-1 (compared to the stock Sprint's 27-to-1), Koni adjustable shocks set at their firmest setting all around,

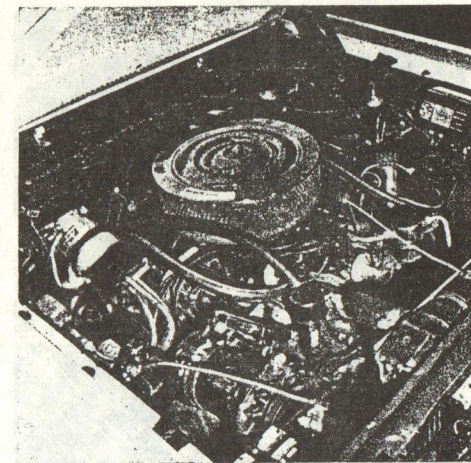
and an extra leaf in the rear spring. The original Holman-Moody set-up used dual shocks on all four wheels, but these were discarded in favor of the Konis in Monte Carlo. The rear-spring arrangement is interesting, too. The extra leaf is a little more than half the length of the others, laid on top of the stock spring and running from the front mount, where it wraps clear around the spring eye, to just past the spring-axle junction, where it ends. Its function was not to stiffen the rear end on the road, but to prevent axle windup, which was a problem. The short steering ratio was effected by Holman and Moody with modified pitman and idler arms. The most bizarre thing of all however, is the front-end geometry. The front wheels toe out three-eighths of an inch, and have one degree of negative camber, giving the car the same peculiar stance as last year's Ferrari GP cars, that is to say knock-kneed. Bizarre or not, though, it sure handles. The effort required to steer the mother is herculean, and it's a bit loath to leave a straight line, but it is stable!

The rally car uses the Cobra engine, developing 260 horsepower at 5,800 rpm. The transmission is the same as that used in the competition Corvette with a long first gear, and nice close ratios. The differential is a Galaxie unit with a limited-slip and a ratio of 4.51 to 1.

FALCON SPRINT TEST CONTINUED



Standard Sprint's engine compartment is stuffed full of V-8 brute force where only a gentle little six was meant to live.



Rally Sprint's engine room shows few differences except for bigger carb air cleaner and tank for air horn (at far left).

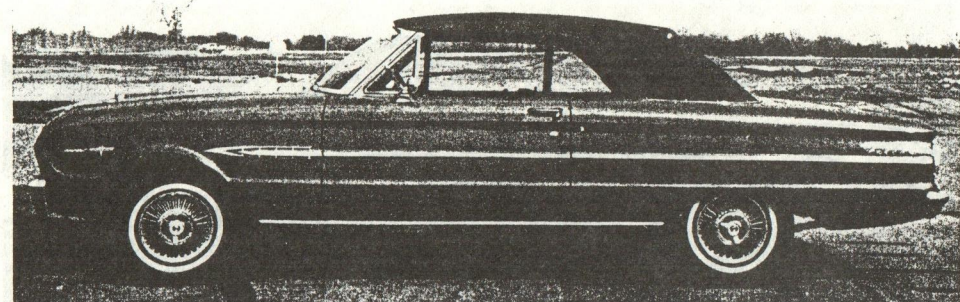
Again, the limited-slip units were not installed until Ford had flown the cars to Monte Carlo for final preparation. We hesitate to think what this car might be with the full 350-horsepower Cobra competition engine, but we'd love to have a go in one!

Seating positions in the two cars are quite different, with the rally car getting the nod for a truly heroic, arms-out-straight kind of wheel and seat relationship. The driver's seat in the rally car is a true competition bucket seat much better suited to wasp-waisted little jaspers like Peter Jopp and Trant Jarman than to, shall we say, more substantially constructed drivers. As a result of our high-speed maneuvering we suffered a pretty decent bruise on the old editorial posterior from the steeply raked side-supports. The driver's floor panel in the rally car has been recessed to allow additional pedal travel for the heavy-duty clutch, and both clutch and brake pedals are mounted on specially fabricated shafts that look like cast-off crank billets.

The interior of the stock Sprint, from a driver's viewpoint, is good looking, well appointed and uncomfortable. There is insufficient seat travel, and the extreme deep-dish steering wheel is practically up against

the driver's chest, dictating an elbows-flailing driving style. The instruments are just so-so, with the usual complement of warning lights and a fuel and temperature gauge. The tachometer, however, deserves special recognition. It is easy to read, and it's mounted in the center, right below the rear-view mirror, where it can be seen instantly. It's nice to find a tach on an American car that isn't on the floor, or under the dash, or in the back seat. The unfortunate driving position could be easily corrected with greater rearward seat travel and a flat steering wheel. There's nothing wrong with the length of the steering column, it's just the silly, exaggerated dished wheel.

The rally car has no instruments for the driver except a fuel gauge and a tach reading to seven grand. The navigator acts as engineering officer with more complete instrumentation on his side. The whole dash panel had been sprayed flat black and gave the car's interior a distinctly gung-ho appearance. There was no speedometer of any kind in the car, the reason being that Ford had no drive gears for a Falcon with a 4.51 final-drive ratio and the resultant speedometer error was huge. A Halda Speedpilot was fitted on the passen-



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Rubber goods	Carpenter, Dennis	P.O. Box 26398, Charlotte, NC 28221-6398	(704) 786-8139
A/C Parts/Systems	Classic Auto Air Mfg. Co.	2020 W. Kennedy Blvd., Tampa, FL 33606	(813) 884-3681/251-2356
Parts	Classic Ford Parts TX, Inc	108 E. Main St., Richardson, TX 75081	(214) 680-0700
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64-65 Parts	Hoover, Franklin	3124 Lewis Rd., Columbus, OH 43207	(614) 491-5770 evenings
Parts	J.C. Whitney Co.	Chicago, IL	(312) 431-6102
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Literature	Lungwitz, Jim	Box 1078, Monticello, MN 55362	1-800-541-8184
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NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

MEET REPORTS

The Gateway Chapter met February 26 at the Bonanza Restaurant in St. Charles, Missouri. It has been confirmed that our chapter will host the 1990 National Convention. Part of the meeting was spent trying to come up with some good ideas for the convention and electing committees. Final plans were made for the trip to Columbia, Missouri to join members from the Mid-America Chapter for a picnic May 6.

The Lone Star Chapter. On Sunday, February 26th we had our monthly meeting at the home of Danny and Linda Rosewell. We had 15 members and 9 Falcons. We also signed up 3 new members. At this meeting we began discussing plans for our 2nd annual regional meet.

The Mason-Dixon Chapter met on February 11th for their annual dinner at The Barn in Glasgow, DE. We had 27 in attendance and had a great meal and a lot of socializing about Falcons and upcoming events. During the business meeting we discussed ways to use our treasury and the years events. It was decided to look into getting chapter decals and membership cards. Members also brought up for discussion the many local events many of us may want to attend, i.e. Mar. 12th Sharptown, NJ (Rt. 40) 18th Annual Cowtown Flea Market, Potomac Raceway in Southern MD and an event in Gettysburg, PA in the spring. Our chapters events will start in Glasgow, DE for the opening day of the Canal Little League games on April 29th. We'll be in the same parking area as last year. On May 20th we'll return to Smith Ford in Denton, DE. In June we're trying to put something together for a Sunday show in Frederick, MD. August you'll find us in Macungie, PA at the annual DAS AWKSCHT FESCHT. In September we have the first regional meet in Livingston, NJ. And last but not least is our annual picnic in Sandy Point Sate Park. Firm dates and directions to all of these events will be published as soon as they are known. We've gained many new members this past year and hope to meet many more new Falcon owners and possibly get them to join our group.

The Mid-America Chapter met Friday, Feb. 3rd, at Santa Fe BBQ in Olathe, KS. We discussed several items at our meeting, most of them as you probably already guessed had to do with the 89 Nationals. We will be having a Falcon Show at Olathe Ford on June 10th. We also discussed having another All Ford Show. We voted on changing our meeting place. We are growing and have pretty much out grown the BBQ.

The Mile Hi Chapter attended a Valentine Dinner and Dance in February which was sponsored by the FOMOCO Owners Club. This is a yearly event and many area car clubs participate so it is a great chance to meet new friends and see a variety of cars. Mile Hi members Paul Garrigan, Jan Brown, Jim Di Zerega, L.A. York, exhibited their Falcons at the Tri-State Auto Show held at Currihan Hall in March. Congratulations to Paul who won 2nd Place with his beautiful Ranchero.

The River City Chapter toured the Hays Antique Truck Museum in Woodland, CA on February 25th. We saw over 150 antique trucks, from turn-of-the-century models to trucks from the 1940's. We also looked over entries for our logo contest.

The Southeast Chapter held its regular monthly meeting at the Mercury-Lincoln dealership in Monroe, Georgia on March 5, 1989. Plans for the All Ford Car Show to be held in May in Monroe, Georgia were the main topic of the meeting. The club will attend the 6th annual Spring Southern Classic Auto "A" Fair on April 2, held at the Atlanta International Raceway.

The Gateway Chapter and Mid America Chapter Joint Outing to Columbia, MO May 6, 1989

The Gateway Chapter and the Mid-America Chapter are planning an outing to Cosmos Park in Columbia, Missouri on May 6, 1989. We will meet from 1:00 p.m. to 6:00 p.m. at the Antimi shelter house in the park. Everyone is welcome to come. Those attending please bring enough food for you and your passengers. Paperware and plasticware will be furnished. For those interested, there are shopping malls nearby and the park has a play area for the children. For more information contact Jim Inman at (314) 875-2453 or Rich Tribout at the Gateway Chapter.

New FCA Members for February 1989

Erik L. King (3908)
Paul C. McCabe (3909)
Robert E. Noel (3910)
Leon G. Smith (3911)
Ronnie G. Robinson (3912)
Craig B. Smith (3913)
Bengt I. Nilsson (3914)
Ken L. Leach (3915)
Thomas L. Rowan (3916)
Denise A. Drolet (3917)
Randy L. Spinney (3918)
Bob K. Pulz (3919)
David M. Cooley (3920)
Gene Caveness (3921)
Sarah S. Watson (3922)
Scott Sullivan (3923)
Nancy M. Stine (3924)
Allan Chandler (3925)
Ronald E. Little (3926)
Crawford J. Aitken (3927)
Joseph A. Bobst (3928)
Ed Powers (3929)
Richard Orr (3930)
Boyd M. Pettitt (3931)
John S. Hartsell (3932)
Dave Munz (3933)
J. Richard Baumgardner (3934)
V. Paul Battaglia (3935)
Richard A. Phelps (3936)
Heather A. Ryan (3937)
Micky L. Tanksley (3938)
Mike H. Chandler (3939)
Mark Golon (3940)
Donna L. Patterson (3941)
Dale P. Harrold (3942)

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2200 Ely Ave. Rt. 5
2010 River Heights Walk
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1108 Roe Ave.
6157 Stoffer Way
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1079 Cottonwood Lane
59 Carlton St.
P.O. Box 575
1855 Huckleberry Dr.
26 N. Greenfield Ave.
550 Homestead Rd.
742 Ryan Lane
7 Sunrise Terrace
405 Valley St.
777 W. Riverside Dr.
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9531 Blackfin Cr.
3790 Good Rd.
102 Christopher Lane
P.O. Box 354
883 N. Church St.
Rt. 3, Box 441
1275 Cody St.
17 Taunton Rd.
3911 Wayson Rd.
329 W. Emerson
1849 Patrick Rd.
572-213 Place
7715 Lister St.
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Playa Del Rey, CA 90293
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Top Window Seal Poll Results

1963-1965 Convertible Owners ONLY

Responses to the poll have reached 85. I believe that we will reach 100 within one more month at the present rate.

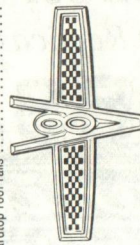
Six seals were sent last month to the proposed manufacturer for evaluation of tooling costs. (This manufacturer now makes seals for Mustangs). If the tooling costs are low enough, we may be able to start manufacture with 75 **confirmed** responses. **If anyone has not responded, please send a postcard with name, address and telephone number to my address below.**

Cost is projected at \$200. Sales will be direct from manufacturer to all poll respondents. Note that these seals are for 1963-65 Falcon/Comet Convertibles only - not Hardtops.

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1963-65 Door seals for hardtop and conv \$75.00 pr
1960-65 Door seals, 2-dr. sedan \$57.50 pr
1960-65 Door seals, 4-dr. sedan \$110.00 set
1963-65 Vent window seals, htdp and conv \$60.00 pr
1963-65 Back of vent window seals, htdp and conv \$10.00 pr
1963-65 Front of quarter window seals with metal insert, like original \$20.00 pr
1963-65 Hardtop roof rails \$175.00 pr



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WANTED: New Chapter in Baton Rouge, LA Area

I am interested in forming a chapter in my area of Baton Rouge, Louisiana. I was previously in the Lone Star Chapter and miss the fellowship with other FCA members. If you are in my area and interested, please let me here from you.

Garry Leanhart, 7355 Quorum Dr., Baton Rouge, LA 70817. (504) 293-5106.

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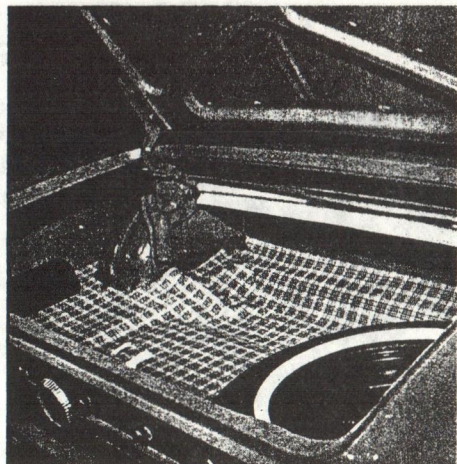
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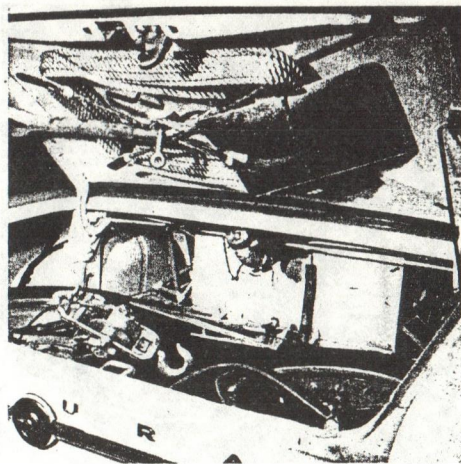
Gary

Interior Trim Emblems

Kerry



Normal Sprint trunk is typical American-car luggage compartment, complete with ill-fitting oilcloth and obtrusive spare.



Set up for Monte Carlo, the rally Sprint's trunk is crammed lid full of spares, emergency gear, and an auxiliary gas tank.

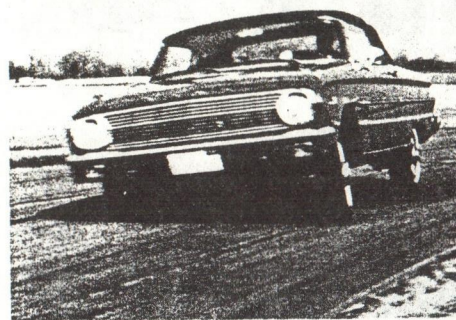
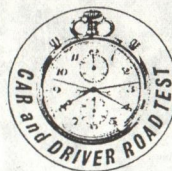
ger's side, and this worked as odometer and speedometer both. The utter lack of any elaborate rally equipment is an indication of the nature of the Monte Carlo Rally; you're there to prove your own strength, ability and endurance along with that of the automobile. It is not a cerebral exercise for the mathematically minded.

The stock Sprint had a very strong flavor of Ford tradition about it. Ford-lovers will be pleased to know that this car is much more like the zippy flat-head V-8s of yesteryear than any Ford since 1948. It makes the same kind of noise, it has the same quick reflexes, and it seems to sit much the same way. Actually, it is closer in size to our favorite, the 1940, than is the Galaxie, which makes one wonder if maybe Detroit couldn't save some money on sheet metal.

Passenger accommodations are typical of American compacts. The front-seat passenger is very comfortable, with good legroom and plenty of wiggling space for even the most broad-beamed. The rear-seat passengers don't fare quite so well, since they must ride with their knees against the front seat backs and their spines braced in a position more vertical than is generally considered comfortable. Tall drivers are evidently ex-

pected to wear berets or stocking caps since there's no room for any other kind of headgear, but then this is true of most cars today. If the hat-makers ever get a strong lobby in Washington we're going to see a revolution in car design. Luggage space is excellent and very accessible. The spare tire intrudes some, being mounted flat on the trunk floor, but some juggling and fitting of suitcases would get everything in for a normal family on a normal trip.

The two cars were equally easy to drive. Neither had any unpleasant tricks or bad habits. The rally car is hard work, but fun. Getting off the line in the stock Falcon was easy, with a nice ratio of wheelspin to acceleration. On the rally car, however, fast starts were tough, because the Dunlop SPs had such great traction. They simply refused to spin until we got the revs up to about 4,500 and gingerly dropped the clutch. The Cobra engine in the rally car had a delightful yowl, and there was enough panel noise and resonance in the car to give it just the sort of noise to bring tears to a jaded old road-tester's eyes. The thing would wind to a spine-tingling 7,000 rpm, but we held our revs to 6,000, and were still astonished by the performance.



Ignorance being bliss, our editor hurls the Falcon Futura Sprint into a 70-mph bend at Ford's Dearborn proving ground.

Reprinted from *Car & Driver*, June 1963.

Submitted by Steve Levenstein, 135 Antibes Dr., # 2602, Willowdale, Ontario, M2R 2Z1 Canada,



Less roll and more stability; notice acute angle of inside front wheel. Front end had 1° negative camber, 3/4-inch toe-out.

There were a lot of wisecracks from the "experts" when Ford decided to enter the

Ford Falcon Futura Sprint:

For some reason, this magazine had never tested a Falcon. Perhaps it was because the Falcon was dull as dishwater for most of its young life and seemed a trifle tame for our enthusiastic readers. From time to time we'd hear rumblings from Detroit about a possible V-8 engine option but nothing ever came of the rumors. Not until this, the year of our Ford, 1963½.

In January, Benson Ford took a plane-full of press to Monte Carlo and announced a gaggle of new "1963½" models, the Falcon Futura Sprint among them. At that time, he also announced that Ford had decided to field a team of these self-same Falcons in the Monte Carlo Rally. The rally is now history and Ford hopes you think they won. They didn't, but it wasn't for lack of a first-class rally car. The Swedish ice-racing champion, Bo Ljungfelt, set fastest time in all the timed tests, the first time in the history of the Monte that this had been done. If Ford ballyhooed it up a bit, and maybe forgot to mention that somebody else actually won the rally, we can chalk it up to the youthful enthusiasm of the novice in rally competition.

A number of factors figured in the success of the Falcon. The basic car is strong, fast and uncomplicated. The drivers were the very best around, and the cars were prepared and maintained with the painstaking

attention to detail that we normally only associate with all-out racing efforts like Mercedes-Benz, or NASCAR teams. One of the most significant factors, however, and one that showed up prominently in our tests, was tires. In the rally, the Falcons alternated between Dunlop SPs and a special spiked tire made by Fagersta Bruk of Sweden and carrying about 600 half-inch tungsten studs per casing. The tires made the difference. They made it possible for the Falcons to get their power on the ground, and thus simply overpower everybody else in the special stages.

Our tests were carried out on a nasty, blustery spring morning, and when we first got onto the Ford handling loop, there was melting snow and slush everywhere. On our first tour in the rally car, we took it easy and felt things out. Next time we went a little faster, and on the third lap we were beginning to commit the car completely at near-racing speeds. To our dumbfounded amazement, not to mention that of the intrepid Ford engineer who was riding shotgun, the car was absolutely stable, even in a half inch of greasy slush. We'd sail into a slick patch, all four wheels would break loose momentarily, the car would move a few feet outside the normal line, then the tires would bite and *voilà*, a nice full-power sliding turn! We did this over

May 21, 1989 - Georgia - The Southeast Chapter will sponsor the All Ford Show at Tom Carter Lincoln-Mercury Dealership in Monroe, Georgia. Contact Alvin Roberson or Gary Goddard for more information.

June 3-4, 1989 - Colorado - Mile-Hi Chapter members remember the OCC Swap Meet.

June 9, 1989 - Colorado - The Mile-Hi Chapter will meet at the Bandimere Raceway Club Nite competition.

June 9-11, 1989 - Nevada - Meet in Las Vegas, Nevada, at the Imperial Palace for a weekend of fun. Encourage your chapter to form a caravan and come. Contact the following for more information: Bill Branch, The Arizona Chapter, (602) 971-8803; Charles Garcia, the Wasatch Chapter, (801) 546-4987; Ray Roberts, the Mile-Hi Chapter, (303) 986-8932; or Don Featherstone, Irvine, California, (714) 552-5374.

June 10, 1989 - Kansas - The Mid-America Chapter will have a Falcon Show at Olathe Ford on June 10th at Olathe, Kansas. Call (913) 294-2599 or (816) 452-1967 for more information.

June 30, 1989 - Colorado - The Mile-Hi Chapter will meet at the Bandimere Raceway Club Nite competition.

July 30, 1989 - Colorado - Mile Hi Chapter Summer Family Picnic at Cushing Park in Englewood. 12 to 5 p.m. Last names A-L bring dessert, M-Z bring salads. Chicken, chips, and beverages will be provided. Call Browns 364-6127.

August 10, 11, 12, 1989, - 10th ANNUAL NATIONAL MEET in Kansas City.

September 9, 1989 - New Jersey - Eastern Regional Meet. The Eastern Regional meet will be held on September 9th at the Holiday Inn, Rt. 10 in Livingston, NJ. The meet will be during the day Saturday and an awards banquet will be held Saturday night. Entry forms will be in a later newsletter. For more information call or send an S.A.S.E. to Chris & Matt Scioscia, 50 Spring St, Bloomfield, NJ 07003. (201) 743-7245.

The Keystone Chapter Sponsors Eastern Regional Meet September 9, 1989 Livingston, New Jersey

The Eastern Regional meet being sponsored by the Keystone and Northeast Chapters of the Falcon Club of America has been finalized. The meet will be held on September 9, 1989 at the Holiday Inn on Rt. 10 West in Livingston, NJ. The cost of entry will be \$12.00 pre-registered, and \$15.00 after Aug. 15, 1989. The cost of rooms is \$59.00 per night single or double for either Friday night or Saturday. Rooms can also be had for both nights.

There will be a choice of two dinners at the banquet. They will be chicken at \$15.50 per person or sirloin at \$19.50 per person. There will also be a third choice for those who cannot eat either of the above. We will also have a limited number of swap spaces available at \$12.00 per space. Applications for the event will be in forthcoming newsletters.

The car show will be all day Saturday with the awards banquet set for Saturday night. For those members wishing to come in on Friday night rooms will be available after 2 p.m. on Friday. We would like to encourage members to come in on Friday and get to know each other. The main reason for car shows is to get to know one another and enjoy everyone's company. Our Falcons are the common denominator for the good time that we all have together. We would also urge anyone who wishes to attend to get their applications for the show and banquet in early. There will only be about 120 members seated at the banquet so do it quick. We have already had 35 responses to attend so we are almost half full now.

I would like to thank everyone who has responded for their letters and calls. We are looking forward to a successful show. If you have any questions feel free to call.

Chris, Gerrie & Matt Scioscia, 50 Spring St, Bloomfield, NJ 07003, (201) 743-7245.

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1960 - 63	\$ 20.95	Heater Plenum	\$ 30.95	Gas Cap 1963-64	20.95	Day/Mile Mirror 1963-65	\$ 39.95	1960-67 Sedan Except	\$ 57.00
1964	39.95	Heater Seal Kit	7.95	Gas Cap 1965	34.95	Convertible/Hardtop	30.00	1962-66 62C Model	57.00
1965	39.95	Gear Shift Boot	14.95	F.O.R.D. Letters	17.50	Horn Ring 1960-63	8.50	1963-65 Hardtop	57.00
1966	39.95	Seat Valance for	25.00	F.U.T.O.N. Letters	19.50	Rear Ash Tray Convert.	19.50	Ranchero, All	57.00
1967	39.95	Bucket Seats (ea.)	25.00	F.U.T.O.R.A. Letters	19.50	Rear Ash Tray Housing	19.50	Door Seal, All 2 Door	55.00
1963 Owners	10.00			Ornaments	39.95			Door Seal, 4 Door Front	55.00
Soft Goods/Plastic		Chrome Exterior		Miscellaneous		Day/Mile Mirror 1963-65		Door Seal, Hardtop & Conv.	55.00
Seat Upholstery	100.00	Gas Cap 1963-64	20.95	AM-FM Cigarette 1964-67	219.00	Convertible/Hardtop	30.00	Door Seal, 2 Dr. Hardtop	55.00
Carpet Sets	130.00	Gas Cap 1965	34.95	No Modifications		Horn Ring 1960-63	8.50	Trunk Seal	215.00
(original 80/20)		F.O.R.D. Letters	17.50	Dual Speakers	39.95	Rear Ash Tray Convert.	19.50	Convertible & Hardtop	60.00
Headliners	49.95	F.U.T.O.N. Letters	19.50	Fuel Spenders	60.00	Rear Ash Tray Housing	19.50	Division Bar Vent	10.00
Convertible Tops	170.00	F.U.T.O.R.A. Letters	19.50	Battery Tray	14.50			Brake & Clutch Rubber (pr.)	7.50
Trunk Mats	25.00	Ornaments	39.95	Hold Down	3.00			Brake Pedal Pad - Auto	9.75
Tire Covers	12.00	Hood 1964-65	39.95	Shifter Collars	20.00			Accelerator Pedal	10.00
Glove Box	12.00	Fender 1972-63 (pr.)	75.00	Steering Wheels 1960-63	60.00			1960-63 Tail Lamp Pads	12.00
1962-63 Trunk	20.00	Print Script 1963-64	12.00 ea	Hood Pads	35.00			Cowl Seal (State Year)	7.50
Plastic	9.95	Sprint V/8 Flag	19.00 ea	Correct Rt. Angle	50.00			Door Handle Gasket Set	10.00
Emergency Handle	9.95	280" 1964	8.95	Battery Cables (set)	35.00			Door Gasket Seal	23.00
Parking Light	3.50	280" 1966	8.95	Engine Wire Harness V/8	44.00			Convertible & Hardtop	50.00
Domestic (Amber)	3.00	Ranchero Script	18.00 ea	Heater Core				Sedan, Convert 3/8"	76.00
Domestic	7.00	1963 Tail Light Bucket	35.00 ea						
Domestic Frame		1964-65 Antenna	27.50 ea						
		Door Handles	12.50 ea						

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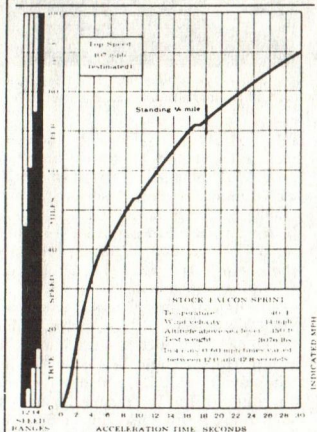
ORDER LINE ONLY

1-800-888-BIRD

FORD FALCON SPRINT

Price as tested: \$2,595
 Manufacturer: Ford Division
 Ford Motor Company
 Dearborn, Michigan

ACCELERATION:	
Seconds	
Zero to 30 mph	3.6
60 mph	12.1
90 mph	29.5
Standing start 1/4	18.0 at 73 mph



ENGINE:

Displacement	260 cu in. 4,261 cc
Dimensions	90° V-8, 3.80-in bore, 2.87-in stroke
Valve gear	Pushrod-operated ohv, hydraulic lifters
Compression ratio	8.7 to one
Power (SAE)	164 bhp @ 4,400 rpm
Torque	288 lb-ft @ 2,200 rpm
Usable range of engine speeds	600-5,800 rpm
Carburetion	Single two-barrel
Fuel recommended	Regular
Mileage	14-20 mpg
Range on 14-gallon tank	196-200 miles

CHASSIS:

Wheelbase	109.5 in
Track	F 55.0 in, R 54.5 in
Length	181.1 in
Ground clearance	7.3 in
Suspension	F: incl. wishbones and coil springs, anti-roll bar, telescopic shock absorbers R: rigid axle, semi-elliptic leaf springs, telescopic shock absorbers
Steering	Recirculating ball
Turns, lock to lock	4.6
Turning circle diameter between curbs	38.8 ft
Tires	650 x 13 OE, 4.5 in rim, 855 revs per mile
Pressures recommended	F 28, R 24 psi
Brakes	F and R: 10-in drums, 251.3 sq in swept area
Curb weight (full tank)	3,076 lbs
Percentage on the driving wheels	44

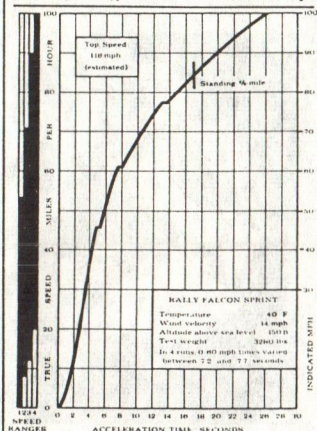
DRIVE TRAIN:

Clutch	10-in single-plate
	Mph per 1,000
Rev	No
1st	Yes 2.73 32° 8.87 7.9
2nd	Yes 2.04 37° 6.63 10.5
3rd	Yes 1.51 51° 4.91 14.2
4th	Yes 1.00 2.28 21.5
Final drive ratio	3.25 to one

FORD FALCON SPRINT (Monte Carlo Rally Version)

Price as tested: N.A.
 Manufacturer: Ford Division,
 Ford Motor Co.
 Dearborn, Michigan

ACCELERATION:	
Seconds	
Zero to 30 mph	3.5
60 mph	7.5
90 mph	19.7
Standing start 1/4	16.8 at 85 mph



ENGINE:

Displacement	260 cu in. 4,261 cc
Dimensions	90° V-8, 3.30-in bore, 2.87-in stroke
Valve gear	Pushrod-operated ohv, solid lifters
Compression ratio	10.0 to one
Power (SAE)	260 bhp @ 5,800 rpm
Torque	269 lb-ft @ 4,800 rpm
Usable range of engine speeds	600-7,000 rpm
Carburetion	Single four-barrel Holley
Fuel recommended	Premium
Mileage	12 mpg
Range on 14-gal tank (plus 12-gal tank)	312 miles

CHASSIS:

Wheelbase	109.5 in
Track	F 55.0 in, R 54.5 in
Length	181.1 in
Ground clearance	8.3 in
Suspension	F: incl. wishbones and coil springs, anti-roll bar, telescopic shock absorbers R: rigid axle, semi-elliptic leaf springs, telescopic shock absorbers
Steering	Recirculating ball
Turns, lock to lock	2.75
Turning circle diameter between curbs	38.8 ft
Tires	7.00 x 15 Dunlop SP, 5-in rim, 788 revs per mile
Pressures recommended	F 32, R 32 psi
Brakes	F: 11 1/2-in discs, R: 11-in drums, 288 sq in swept area
Curb weight (full tank)	3,280 lbs
Percentage on the driving wheels	48

DRIVE TRAIN:

Clutch	10-in single-plate
	Mph per 1,000
Rev	No
1st	Yes 2.26 33° 9.96 7.5
2nd	Yes 1.66 37° 7.49 10.2
3rd	Yes 1.31 51° 5.91 12.9
4th	Yes 1.00 4.61 16.9
Final drive ratio	4.61 to one

JUNE, 1963

★★★★★★★★★ Strict Cutoff Policy ★★★★★★★★★★ Deadline is the 10th!!!

All correspondence must be received by the 10th of the previous month to be published in the next month's newsletter. Example: material must be received by April 10th to go in May's newsletter.

Please, no phone calls after the 10th.

Chapter Presidents alert your Chapter Secretaries to get their calendar of events information and meet reports to us on time. It is a good policy to send your calendar information in several month's early if at all possible to give members time to make plans.

All correspondence for the newsletter should be sent to the editors, Bill & Kathy Woodell, at their Searcy, Arkansas address and NOT to the club's address.

★★★★★★ Falcon Video To Be Shown ★★★★★★★

The Frontier Chapter of the Falcon Club of America will show a video of the many fine Falcons presented at various meets. The meeting will be at the Spanish American Restaurant on Hwy. 22, in Paris, Arkansas starting at 1:00 p.m., April 15.

The public is invited to attend. No admission. For information call (501) 963-2829.

Las Vegas Weekend Fun Run June 9-11, 1989

Dear Falcon Enthusiasts,

We are putting together a weekend, Las Vegas Fun Run to take place June 9-11, 1989. The "Imperial Palace" in Las Vegas has been chosen as it is well known for its "Antique Car Museum."

We have been given a group room rate of \$35 per night for a single/double room with an additional charge of \$8 per each additional person over two. There will be specially reserved parking for all our vehicles.

There has been much interest in this event from other chapters such as Denver, CO, North Layton, UT and the San Diego, California Chapter. For more information a toll free number is listed below along with names and numbers of other people to contact. Imperial Palace — 1-800-634-6441; Bill Branch — Phoenix, AZ Chapter, (602) 971-8803; Charles Garcia — Wasatch Chapter, (801) 546-4987; Ray Roberts — Mile Hi Chapter (303) 986-8932; Don Featherstone — Irvine, California (714) 552-5374. Anyone interested in a caravan from your area call Bill Branch at the above number.

Hope to see you all in Vegas!

Bill Branch, 11634 N. 29th Pl., Phoenix, AZ 85028

Birth Announcement Is Unique

Dear Editors,

We were expecting our first child last year when we thought it would be interesting to combine the birth announcement with my love for cars.

The end result is attached, an assembly of the fleet with an omen of things to come. From left to right is the family wagon, a '67 R.S. Camaro, a '65 Falcon Sprint, a '82 Mazda RX-7, a '66 Sunbeam Tiger and, of course, the John Deere. Missing from the picture is our Shelby, the golden retriever, that is.

Jamie was born early Monday morning, the day after the Corvette-Mopar show I attended. It was local and, yes, I did call in every hour on the hour (honest). She's a beautiful baby girl and already has us talking about having another little one.

The vintage burgundy Sprint is a factory 4 speed and similar to the '65 Futura 289 I had in high school. It complemented the other five Falcons my family owned throughout the years 60, 61, 62, 64, and 68. We plan on attending several of the upcoming Eastern Regional events this year.

Alas, all good things must come to an end. The Camaro and Tiger are now history but the Sprint is a keeper. I now ponder on how nice it would be to take the family on a Sunday drive in a Falcon convertible with the top down. Well, maybe next year.

Art & Kathy Dammers, 2 Lindsay Circle, North Granby, CT 06060



'64 & '65 Station Wagon Roster

So far the request for information for a '64 and '65 station wagon roster has brought 10 responses, with a total of 16 wagons. Duane Tozier's compilation of production figures in the December 1985 Falcon News indicates a total wagon production of 90,329 for the two years. Hobby publications, when asked about the survival rate for 1950's wagons, usually estimate a rate of 10%. Applying that survival rate to Falcon wagons, over 9,000 should remain.

If you have a 1964 or 1965 station wagon, any body style (59A, 71A, 71B, 71C), and want to be included in the roster please send me all the data plate information (VIN number and vehicle code). Indicate changes from original, and whether a parts car only. If you include a large size SASE, I will send you a copy of the roster when the survey is complete.

Frank Servas, Jr., P.O. Box 850, Floral Park, NY 11002

FALCON FUTURA SPRINT CONTINUED



If you get this view of a Falcon in a spotlight grand prix, it's a Sprint. Wire wheel covers confirm the identification.

Our first acceleration runs in the rally car were made with one of Ford's drag-racing aficionados at the wheel. His shifts were very fast, but very brutal, and the drive train gave a protesting crash every time he let the clutch fly out. Smiling a secret, superior smile, we took over and proceeded to turn in a series of smoother, slower times. The car was in exactly the same state as it had finished the rally, and we didn't want to thrash it beyond endurance. Our best time for the quarter mile was 16.8 seconds, our worst 17.7. Good times were a direct result of a clean start with reasonable wheel-spin; bad runs happened every time we tried to get away without squealing. The car was turning exactly 5,000 in fourth at the end of the quarter, and this works out to 85 miles per hour.

The stock Sprint was redlined at 5,000, and that's where we held it. Although the rally car is noticeably faster, the difference is not dramatic. Even with only 164 bhp to the rally car's 260, the stock Falcon was getting 0-to-60 in less than 11 seconds consistently, and quarter-mile times were right in the high seventeens and low eighteens.

Brakes on the stock Sprint, 10-inch drums all around, were adequate but not spectacular. The car stopped when bidden to do so, but we got the feeling that they were insufficient to the V-8 engine's demands in any kind of a continued high-speed driving situation. The rally car, on the other hand, stopped like it had run

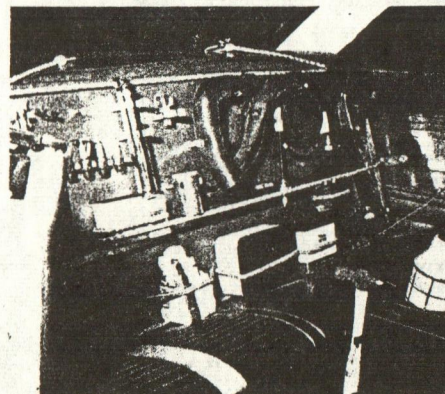


Rally car has tow hooks, back-bumper footrests, handles on deck lid—perfect perch for inept navigator or mother-in-law.

into something. With 11½-inch Bendix-Dunlop discs on the front and 11-inch drums on the rear, all stops, from whatever speed, were smooth, safe, and fade-free. The disc brakes are described as a "special factory option," but we imagine that the average consumer would be hard pressed to get them from his friendly neighborhood Ford dealer. Whatever the problems involved in the getting, the marvelous stopping power of the discs is well worth the having.

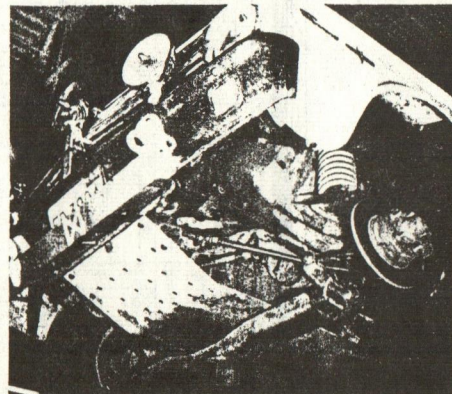
In our estimation, the Falcon Futura Sprint is a car with great possibilities for the American enthusiast. In its stock form, fitted with Michelin X, Dunlop SP, or Pirelli tires it could be fast and stable. It could develop the way the Anglia and other Fords have in England; i.e. a gold mine for the performance-equipment manufacturers. A man driving a Sprint with Koni shocks, faster steering, good tires and disc brakes is going to have an awful lot of fun and show a clean pair of heels to a lot of expensive iron. A man with a stock Sprint without any of the above will have smooth, quiet, reliable transportation. He won't be driving a true sports car, or even a GT machine, but this is not necessarily bad. He'll have a car he can use for nearly anything a real sports car is used for. It can certainly qualify as a fine sports sedan, in the manner of a 3.8 Jag. We'd prefer it with one of the braced-tread tires we mentioned earlier, and a flat wood-rimmed wheel would be a must, but Ford's getting close!

c/o



Europeans were amazed by the vast assortment of spares and emergency gear carried by Ford team. It's understandable.

64



There are two ways to avoid breaking sump or transmission housing: you can cover everything with armor—or stay home.

CAR and DRIVER